workers an advance on an order. One Siaton fisherman paid some workers in this community one-half of the contracted price for a boat that never was delivered. 437 396 472 675

The contractor usually discusses the order with the workers he plans to employ. As one contractor said; "I talk with them to see if they feel the arrangements I made are reasonable." The contractor receives no fixed percentage for his middleman activities; "what he gets depends upon the generosity of the buyer and the workers." Actually the contractor's bargaining position is excellent; he can contract with another group to build the boat if he does not anticipate a fair share of the profit. The boat-makers in Mangoto are farmers who earn money by building boats during slack periods.

The contractor's percentage appears to vary from 10 to 20 per cent of the total contracted price of a baroto, and from 10 to 15 per cent for a banca. In 1950 one contractor arranged for the construction of more than twenty boats; he received from $1.75 to $2.50 on a baroto and from $10 to $20 on a banca. Boat prices vary with their size. Before the last war a baroto sold for as little as three dollars whereas a banca brought between $25 to $30. Today's prices are inflated. A baroto costs $10 to $15 and a banca $75 to $200.

Some good-sized boats are built in Mangoto; I saw a large parao being pulled to the Tanjay River. This parao had been built for a Cebu fisherman who stayed in the barrio during its construction. Thirty carabao were 396 501 483

tugging the boat up a steep hill. The boat measured 63 feet in length and the widest part of the hull exceeded 3 feet.[72] For three days the group had been struggling to get the parao to the river from their destination. Each man received one dollar a day for both their labor and carabao.

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Boat Construction

When the contractor has made all necessary arrangements the workers select a tree for the boat's hull. Trees used most frequently to make boats in Mangoto are magsinolog (white lauan), balanggbang and lanitga (both species of red lauan). These woods are preferred by boat-builders for their lightness and durability.[73] In the past bay-ang trees were cut but today so few exist that they are not used. In the "old days," according to Siaton informants, many lanitga trees grew near Barrio Cabangahan

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[72] The bottom of the boat was 10 inches thick; the solid stern, where the motor was to be mounted, was 6 feet long.

[73] Magsinolog is probably Shorea eximia (Miquel) Scheffer, that is widely distributed in the Philippines. Reyes, op. cit., pp. 313-5. Reyes states S. eximia is sold in the local market as white lauan or almon "...and is an excellent wood for boat planking..." Lanitga is possibly Toona calantas Merrill and Rolfe, Reyes, op. cit., pp. 183-184. T. calantas is commonly known as kalantas but is called lanipga in Samar, Leyte and Cebu and grows in Negros; Reyes reports T. calantas is used to make boats. Balangobang is not listed by Reyes but was said to be a species of red lauan by the forestry officials in Tanjay. White and red lauan, according to Tamesis and Aguilar, is widely used in the Philippines for barato construction. Tamesis and Aguilar, op. cit., p. 64.

trimmed. Sometimes the wood cracks. To fill cracks, the dried sap of the bolitik tree is pounded, winnowed until very fine, and then mixed with kerosene. When this mixture dries it is hard and waterproof. 395

Smaller barotos are carried by hand to the Tanjay River and paddled down to the poblacion. Large boats are pulled to the river by carabaos. Some individuals conduct another pandita when the boat is launched; they kill a pig and offer food to the spirits. They mark a charcoal cross on the boat's bottom "so it will be easier to pull to the river and will not be damaged." A buyer may come to Tanjay poblacion to receive his boat, or the boat may be taken to the purchaser; this depends on the original contract. Larger boats are finished in Tanjay, and the mast, strakes, and motor mountings are added. Boats are made in Mangoto for owners who live in Panay, Cebu and Siquijor. 438 483

Types of Boats in Siaton

Bangas may be classified into three groups according to their length: the small class averages from 18 to 30 feet; medium class, from 30 to 35 feet; and the large class 35 feet or more. Names, however, are usually given according to their use. The bokaran is used mainly to net fish inside the bonsod. Bokarans do not have the outrigger (katig); this makes them easier to handle inside a fish corral. For the same reason bokarans are usually used to retrieve bobos although the panahiran also is so 501